

AMENDMENTS TO THE CLAIMS

This listing of claims replaces all prior versions, and listings, of claims in the application:

1. (Currently Amended) A speed change gear for an automatic transmission, comprising:

1) an input portion for inputting an input rotation from a power source;
2) an output portion disposed substantially coaxially with the input portion and outputting an output rotation of the speed change gear; and

3) a plurality of planetary gear sets including a compound planetary gear set, the plurality of the planetary gear sets providing a plurality of power conductive paths to an area defined between the input portion and the output portion, the plurality of the planetary gear sets ~~comprising;~~ comprising:

~~a clutch and a brake~~ a first clutch;

a second clutch;

a third clutch;

a first brake; and

a second brake,

wherein the clutches and the brakes are configured to be selectively engaged and disengaged ~~to be selectively connected and disconnected~~ in such a manner that the plurality of the planetary gear sets change a rotation from the input portion at a corresponding gear change ratio by selecting one of the plurality of the power conductive paths, thereby outputting the thus changed rotation to the output portion,

wherein combinations of engaged clutches and brakes and combinations of multiple engaged clutches define the clutch and the brake making a combination of engagement and disengagement, ~~the combination making a selection from~~ at least six successive forward gears and one reverse gear,

wherein one of the plurality of the planetary gear sets ~~being is~~ a speed reduction planetary gear set for continuously reducing the input rotation and outputting the thus reduced rotation,

wherein in the first through the fifth forward gears, ~~the clutch comprising; two clutches including a first clutch and a second and/or the second clutch for connecting and disconnecting~~ is/are engaged to transfer the reduced rotation from the speed reduction planetary gear set to the compound planetary gear set, ~~and set,~~

wherein in the sixth forward gear, neither the first clutch nor the second clutch is engaged,

wherein the third clutch, which a third clutch which is a direct clutch for outputting the input rotation ~~at a constant speed~~ to the compound planetary gear set, ~~the third clutch being is~~ disposed radially outward relative to a first ring gear of the speed reduction planetary gear set,

wherein the first ring gear having has an outer periphery ~~which that~~ is provided with a clutch hub, and

wherein the clutch hub constituting constitutes the direct clutch and ~~being is~~ an input member to the third clutch.

2. (Currently Amended) The speed change gear for the automatic transmission as claimed in claim 1, ~~wherein wherein:~~

the speed reduction planetary gear set includes:

a first pinion meshing with the first ring gear,

a first sun gear meshing with the first pinion, and

a first planetary carrier for carrying the first pinion in such a manner that the first pinion ~~rotates, and rotates;~~ and

the speed reduction planetary gear set is a single pinion planetary gear set having the first ring gear as a rotation input member and the first planetary carrier as a rotation output member.

3. (Currently Amended) The speed change gear for the automatic transmission as claimed in claim 1, ~~wherein wherein:~~

the speed change gear ~~has the two clutches including~~ includes the first clutch and the second clutch for ~~connecting and disconnecting~~ being engaged and disengaged to transfer the reduced rotation from the speed reduction planetary gear set to the compound planetary gear set, ~~and set;~~ and

the clutch hub of the direct clutch and the first ring gear of the speed reduction planetary gear set are so disposed as to define an overlapping at least partly in an axial direction.

4. (Currently Amended) The speed change gear for the automatic transmission as claimed in claim 1, wherein the compound planetary gear ~~set and the two clutches including the set, the first clutch and clutch, and~~ the second clutch are disposed on a side opposite to the input portion with respect to the speed reduction planetary gear set.

5. (Original) The speed change gear for the automatic transmission as claimed in claim 1, wherein the clutch hub of the direct clutch and the first ring gear of the speed reduction planetary gear set are substantially the same in material.

6. (Currently Amended) The speed change gear for the automatic transmission as claimed in claim 1, ~~wherein~~ wherein:

~~the brake includes a first crake and a second brake,~~

engaging the first clutch and the first brake brings about ~~a first gear,~~ the first forward gear;

engaging the first clutch and the second brake brings about ~~a second gear,~~ the second forward gear;

engaging the first clutch and the second clutch brings about ~~a third gear,~~ the third forward gear;

engaging the first clutch and the third clutch brings about ~~a fourth gear,~~ the fourth forward gear;

engaging the second clutch and the third clutch brings about ~~a fifth gear,~~ the fifth forward gear;

engaging the third clutch and the second brake brings about ~~a sixth gear, and~~ the sixth forward gear; and

engaging the second clutch and the first brake brings about the reverse gear.

7. (Canceled)

8. (Currently Amended) A speed change gear for an automatic transmission, comprising:

- 1) an input portion for inputting a rotation from a power source;
- 2) an output portion disposed substantially coaxially with the input portion;
- 3) three planetary gear sets including a first planetary gear set, a second planetary gear set and a third planetary gear set for providing a plurality of power conductive paths to an area defined between the input portion and the output portion; and
- 4) a first clutch, a second clutch, a third clutch, a first brake and a second brake to be selectively ~~connected and disconnected~~ engaged and disengaged in such a manner that the three planetary gear sets change a rotation from the input portion at a corresponding gear change ratio by selecting one of the plurality of the power conductive paths, thereby outputting the thus changed rotation to the output portion, the first clutch, the second clutch, the third clutch, the first brake and the second brake making a combination of engagement and disengagement,

wherein the combination ~~making~~ makes a selection from at least six forward gears and one reverse gear,

wherein one of the three planetary gear sets ~~being~~ is a speed reduction planetary gear set for continuously reducing the inputted rotation and outputting the thus reduced rotation,

wherein one of the remaining two planetary gear sets of the three planetary gear sets ~~being~~ is a double sun gear planetary gear set ~~which includes;~~ comprising:

two sun-gears; gears;

a common pinion meshing with the two sun gears ~~in-common;~~ common;

one ring gear meshing with the common ~~pinion;~~ and pinion; and

a planetary carrier for carrying the common pinion in such a manner that the common pinion rotates, the planetary carrier being adapted to input and output a rotation from the two sun gears via a center member,

wherein the other of the remaining two planetary gear sets of the three planetary gear sets ~~being~~ is a single pinion planetary gear set ~~which includes;~~ comprising:

one sun-gear; gear;

a pinion meshing with the one sun-gear; gear;

one ring gear meshing with the ~~pinion;~~ and pinion; and

a planetary carrier for carrying the pinion in such a manner that the pinion rotates,

wherein, the first clutch and the second clutch ~~connect and disconnect~~ are engaged and disengaged to transfer the reduced rotation from the speed reduction planetary gear set to the remaining two planetary gear ~~sets, and sets,~~

wherein the third ~~clutch which~~ clutch, which is a direct clutch outputting the input rotation ~~at a constant speed~~ to the remaining two planetary gear ~~sets is~~ sets, is disposed radially outward relative to a first ring gear of the speed reduction planetary gear set,

wherein the first ring gear ~~having~~ has an outer periphery ~~which that~~ is provided with a clutch hub, and

wherein the clutch hub ~~constituting~~ constitutes the direct clutch and ~~being~~ is an input member to the third clutch.